



## Regular Meeting Minutes for April 18, 2024

### CALL TO ORDER

Chair Arndt called the meeting to order at 3:34 p.m.

### ROLL CALL

Chair Arndt and Commissioners Stooksbury, Marsh, Williams, and Krenning were present. Commissioner DiMartino was absent.

### PUBLIC COMMENT

Chair Arndt opened the floor for public comment.

Jeff and Pam Levernier, local residents, stated that they are tormented by airplanes flying above their house and asked for the Commission's help in mitigating the noise.

Rick Turley thanked staff for providing stakeholder meetings, conducting the siting study for Runway 6-24, and working to make the STARS radar system available for Air Traffic Controllers.

Ryan Carlson stated that Nutrien values safety and supports the runway widening project. Mr. Carlson requested a seat at the table when determining the runway closure phasing plan so that the impacts on business operations can be minimized. Impacts to Medical Center of the Rockies, fire response teams, and other services should be considered. Mr. Carlson expressed concerns regarding the following:

- Curbing that was approved for installation on Stearman Taxiway and has since been removed.
- Email correspondence stating that pilots should request Runway 6-24 three times before landing, but the FAA issued a violation to a pilot for following this procedure.
- ATC Tower staffing shortages, inexperience, and pay discrepancy compared to FAA Controllers.
- Mobile tower sighting study should consider raising the trailer approximately 20 feet to establish a line of sight down Runway 6-24.
- One-way entry and exit is a challenge on small, congested taxilanes.

Scott Holst stated that he understood the FAA reduced the runway width requirements for certain airplane design groups, as is the case with Aspen Airport. Mr. Holst recommended prioritizing the welfare of existing businesses at the airport instead of the runway widening project.

At the request of Chair Arndt, Mr. Ruppel and staff explained that FNL is already classified for Design Group 3 aircraft so the airport must meet the FAA's design standards for this group, which includes a 150-foot runway width for aircraft above a specific weight threshold.



Aircraft above that weight limit may not be able to land at Aspen Airport due to their geographic location. Raising the mobile tower has not been fully evaluated; there is approximately 12 inches of vertical space available above the trailer before breaking the plane of the airspace surface. Noise pollution generally results from training flights performing touch-and-go maneuvers and staying in the landing pattern. The pattern is based on the orientation of the runway and goes out over Boyd Lake, but the approach on Runway 33 goes over the Lakes at Centerra neighborhood which requires owners to sign a navigation easement. Serco is contracted by the Federal Contract Tower Program to provide ATC personnel and services.

Commissioner Stooksbury requested that staff investigate the incident regarding the landing on Runway 6-24 and work to disseminate the proper procedure to pilots. Mr. Stooksbury also requested that staff conduct research into what is involved in doing a noise study.

Chair Arndt recognized Pat Ferrier for her years of service to the community while working at the Coloradoan.

**CONSENT AGENDA**

**Commissioner Marsh moved to approve the Consent Agenda. The motion, seconded by Commissioner Williams, carried with all Commissioners present voting in favor thereof.**

Pulled Items: None  
Consent Follow up: None  
Public Comments: None

**AIRPORT DIRECTOR'S  
REPORT HIGHLIGHTS**

FEMA provided a lithium-ion battery fire training webinar.

A and B Hangar demolition will begin in approximately three weeks once the contracted company, Colorado Cleanup Corporation, receives permits for the work.

A meeting with RTX to discuss the Digital Tower project was delayed until next week.

Terminal construction is on schedule and under budget. All framing has been completed on the inside of the building and tours will likely be scheduled in the coming weeks.

Bids are being accepted for Taxiway B and D rehabilitation and the contract will be presented to the Commission at a future meeting.

Dibble has been contracted to perform the fuel farm siting study and the kickoff meeting will occur next Thursday.

FCLWD water pipeline construction is underway with Taxiway F closure



expected May 6<sup>th</sup> – 10<sup>th</sup>.

Interviews for the vacant Airport Commission position will be held next Monday.

The Airport Director process is proceeding with ADK Consulting providing the candidate search services.

The next stakeholder meeting will be held in June.

## REGULAR AGENDA

### **6. RUNWAY WIDENING DISCUSSION**

Francis Robbins, Airport Operations and Maintenance Manager, presented this item in accordance with the Agenda Item Summary.

The runway widening project was first identified in the 1995 Airport Master Plan and was classified in the 2007 Master Plan Update as being needed but funds were not immediately available. The 2020 Master Plan identified the runway widening as a short-term project goal. In 2022, The FAA and CDOT accepted the runway widening project into the Capital Improvement Plan with funding expected to be available for construction in 2025. Earlier this year, the FAA committed the discretionary funds for construction to occur in 2026.

Multiple public meetings and a survey were provided to the airport stakeholders to disseminate information and receive feedback. Based on the results, the two-phase approach was selected for 60% design. The total construction cost for this phasing plan would be approximately \$16M. The local fund contribution for this project would be \$2M which has already been allocated in the Airport budget.

Postponing the project may impact future grant awards and the FAA could find the airport in breach of grant assurances for other projects. Additional design costs would likely be incurred if the project is postponed for more than 18 months.

Public Comment:

- Ryan Carlson spoke in favor of the fourth option (three-phase approach) to allow Nutrien and other larger planes to continue operating with 5,000 feet of runway for a portion of the construction period.
- Kelly Freeland stated that any option would work for her business, but requested that the airport help coordinate airplane storage in Greeley if there is a runway closure. Operating on Runway 6-24 would also be an option for her aircraft if access and wind conditions allow it.
- Martin Lind stated that Discovery Air is in favor of the runway widening but requested that the airport considers the



consequences of the operational hardships created for businesses.

- Commissioner Stooksbury read a comment into the record on behalf of a member of the public who stated that United currently operates on 100-foot-wide runways and suggested building a parallel runway instead of widening the existing runway.

Mr. Ruppel clarified that pursuing the fourth option would set back the engineering design phase to 30% and incur additional costs. This phase would shut down the entire runway for approximately 90 days. Runway 6-24 could be used by general aviation operators during every phase of this option during the widening process.

Commissioner Stooksbury spoke in favor of keeping Runway 6-24 open and allowing businesses to continue operating as much as possible during construction.

Commissioner Williams questioned whether only closing during nighttime operations would be an option. Jared Bass with Dibble Engineering explained that this was not an option due to cost, safety, and constructability concerns. Also, the FAA is funding 95% of the project and they (along with ATC) must approve all costs and plans during the decision-making process.

Commissioner Marsh questioned how long it would take to switch the design to option 4. Mr. Bass stated that redesign for this option would take approximately three weeks and must be approved by the FAA.

Commissioner Williams questioned whether the three-phase approach would allow day and night closures during the second phase to allow 5,000 feet of runway. Mr. Bass will research this as an option.

Commissioner Stooksbury requested the additional costs required to work overnight or 24/7 and minimize the length of time where the runway would be shutdown or less than 5,000 feet.

## **7. AEROFNL LEASE AMENDMENT**

Aaron Ehle, Planning and Development Specialist, presented this item in accordance with the Agenda Item Summary.

IC Loveland Investors, owners of the AeroFNL hangar project, has requested a lease amendment to allow subleasing and fractionalized ownership of their hangar units. IC Loveland Investors will continue to own and manage the campus and common areas of their development, similar to a master development plan.

Public Comment: none presented.



**Commissioner Marsh moved to recommend approval of the lease amendment by the Fort Collins and Loveland City Councils. The motion, seconded by Commissioner Williams, carried with all Commissioners present voting in favor thereof.**

**8. TERMINAL PUBLIC ART**

Kate Morgan, Airport Executive Assistant, presented this item in accordance with the Agenda Item Summary.

Per City of Loveland and Fort Collins policy, one percent of the locally funded terminal construction costs must be allocated for public art. This equals approximately \$60,000 to finance installations in or around the new terminal building. Airport staff, in collaboration with the Cultural Services Department and the terminal’s design/architecture firm, have identified an ideal location for a mural which would use approximately \$11,000 of the public art funds.

Commissioner Marsh suggested letting the Visual Arts Commission determine the best use of funds and

Commissioner Williams suggested incorporating elements of airport history and characteristics of Northern Colorado into the art.

Public Comment: none presented.

**9. PDSC AGENDA REVIEW**

Aaron Ehle, Planning and Development Specialist, presented this item in accordance with the Agenda Item Summary. Suggested topics for the PDSC meeting on May 1<sup>st</sup> include updates to the Development Guide and Airport Land Use and Design Standards.

Commissioner Williams recommended putting this item on the consent agenda at future meetings.

Public Comment: none presented.

**10. BUSINESS FROM MEMBERS**

None presented.

**ADJOURNMENT**

Chair Arndt adjourned the meeting at 4:25 p.m.

**Respectfully Submitted,**

DocuSigned by:  
*Jeni Arndt*  
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**Commission Chair, Jeni Arndt**